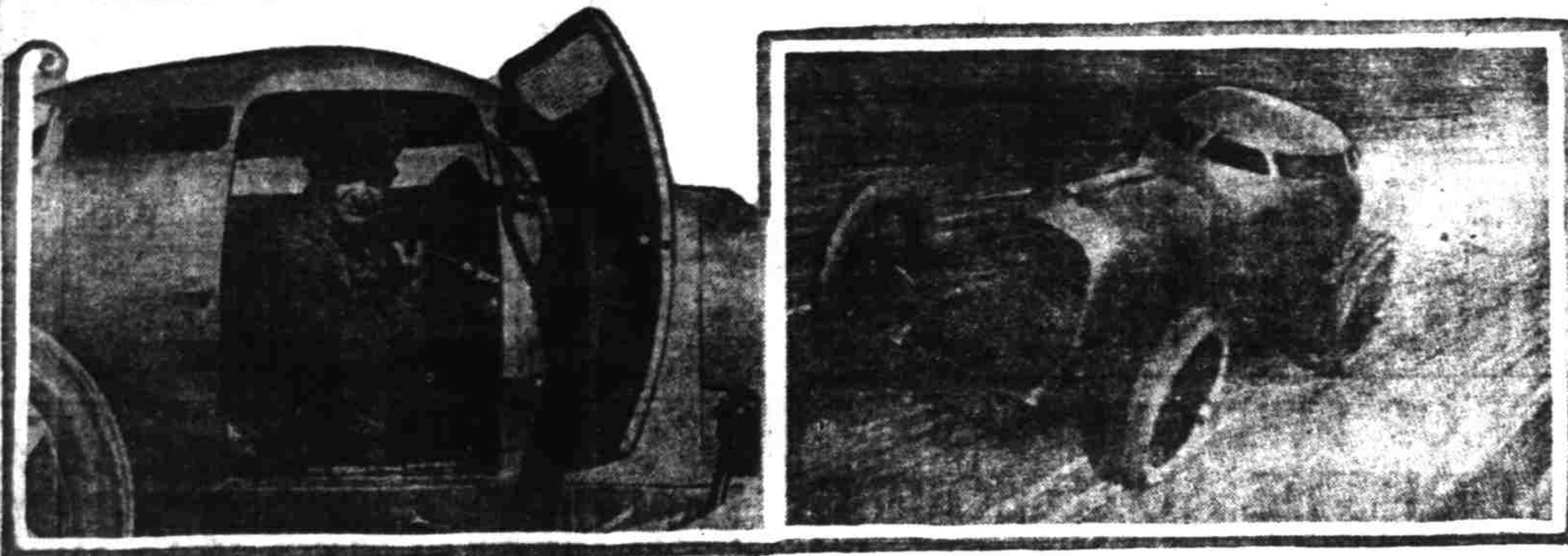


BARNEY OLDFIELD INTRODUCES FREAK RACING CAR



The photographs reproduced above show two views of the freak racing car designed and driven by Barney Oldfield. The car is roofed with aluminum and the driver gets his only view of the track through ports when the car is running. The car made its first appearance on the speedway in the recent Chicago race, but was retired because of motor trouble.

3,512,996 IS TOTAL OF CARS IN THE NATION

One Million More Cars Registered in 1916 Than in 1915; Figures Given for 1916

WASHINGTON, D. C.—In 1916 there were 3,512,996 more motor cars registered in the United States than in 1915. This was an increase of 43 per cent. The gross total of registered cars, including commercial cars, was 3,512,996; the number of motorcycles registered was 850,820. The several states collected in registration and license fees, including those of chauffeurs and operators, a total gross revenue of \$25,865,369.75. Of this amount, 92 per cent, or \$23,810,511, was applied directly to construction, improvement, or maintenance of the public roads in 43 states, according to figures compiled by the office of public roads of the United States department of agriculture, in circular 75, "Automobile Registrations, Licenses and Revenues in the United States, 1916."

The figures for 1916 correspond very closely with the annual percentage of motor car registration of the last three years. This yearly increase has averaged 40 per cent in the number of cars and 60 per cent in revenues.

When viewed over a period of years, the increase in motor car registration and gross revenue has been remarkable. In 1906 the total state registrations were approximately 48,000 cars, on account of which the several states collected in fees and licenses a total gross revenue of about \$190,000. Only a small part of this was applied to road work. In 1916, the \$25,865,369.75 collected, formed nearly 9 per cent of the total rural road and bridge revenues of the states.

Recent years have shown an increasing tendency to put the spending of the motor car revenues directly in the hands of the state highway departments. Of the total amount applied to road work in 1916, 70 per cent, or \$18,111,520, was expended more or less directly under the control or supervision of state highway departments. Only 13 states did not exercise any direct control over the expending of the net automobile revenues.

KEEP MONEY IN CIRCULATION AND DON'T GET FRIGHTENED

J. K. McAlpine, in Another of His Articles on Business Prosperity, Says the Populace Should Not Go Around With Last Year's Hat, But Continue to Buy—If You Fail to Buy Shoes and Automobiles You Put So Many People Out of Work

J. K. McAlpine strikes the keynote of the situation during this war times in his article this week. The sales manager of the Schuman Carriage Company has made a big hit with his article on better business, and in this week's article takes a slap at the business slacker. Keep the wheels of industry going and you will be successful is the talk handed out this week.

By J. K. McALPINE.
Foolish timidity has been preached since the war started. People are advised to wear their old shoes, walk around in last summer's straw hat and generally to act as if the world had come to an end and all wealth had disappeared, simply because this country is going to help half a dozen others put the finishing touch on Germany.

People should and will show common sense. They should realize that so far as ready money is concerned, the nation is entering upon a period unusual and without precedent.

Billions of government money will be poured out—and these billions will be spent here in this country. Men who work for a living will have more money than they ever had before. Common sense alone is most needed to make of the United States a most prosperous country during the war. Just one thing can prevent prosperous conditions, and that is the timidity that hides itself in the cyclone cellar at the first whisper of alarm. If you have a pain in your finger you do not tie a string around your wrist so that the blood cannot circulate. We seem to have a little war pain, we hope it will soon end. Though it may not end soon it should not persuade us to stop the circulation of the blood in the entire financial body of the United States. Real hard times, real disaster could come from foolish economy, unwise and aimless saving. Stop buying shoes and you throw

the thousands that make shoes out of work.
Stop buying new clothes and you throw the hundreds of thousands engaged in the clothing business for men and women out of work.
Economize in a dozen different directions, and you throw out of work a dozen great groups of workers.

The automobile industry in the United States now supports over 2,000,000 people, what do you think will be the effect on them if you stop buying automobiles?
Force hard times, lack of employment upon others in the nation, and you will suffer. Go along in the usual common sense way, getting what you need, spending as usual a fair share of what you earn, saving, as usual, what a reasonable man saves, and this country of ours will not be troubled by any financial problem during the length of this war.

Make up your mind to do that famous "bit for your country," by being not a bit frightened, and if anything, spending a bit more than usual to show that you intend to keep things going. Why wouldn't it be a good plan to make it your hobby to start automobile talk wherever you hear war talk? Let's try it.

SPOKANE SPEEDERS MUST SLOW UP OR SPEND TERM BEHIND THE BARS
Speeders in Spokane are going to curb themselves this summer or spend a season in the city jail, says the Spokane Chronicle. Judge Witt of police court has announced that violators will have to serve from one to five days behind the bars.

"No speeder will get off with a fine, no matter who he is," said the judge. "I believe we can stop speeding in this town in a week, and I am going to try it."
America is going full speed ahead. Don't let anybody talk you out of that; even if America wanted hard times, the world would refuse her wish; we've been drafted as the world's kitchen, the world's foundry, the world's bank, the world's general business manager.

UNITED STATES EXPORTS LARGE NUMBER OF CARS

Packard Agency Established in All Leading Cities of South American Republics

The year before the war began European manufacturers exported \$80,000,000 worth of motor vehicles, passenger cars and trucks, to South America, Africa, Australia and the Far East. Within the last few months the United States has been beginning to get its share of this business.

In line with this development, the Packard Motor Car company has reorganized its export department, with Fred Cardway as manager. Cardway last winter made a trip to South America and surveyed the possible market for American automobiles. He established dealerships for Packard cars in Rio de Janeiro, Buenos Aires and Montevideo. On the same trip some dealerships in the West Indies were organized.

"Since America's entry into the war the Packard's business has shown a substantial increase," says Cardway. "Spain leads all foreign countries in the amount of Packard sales, though Brazil and Argentina are making rapid strides. In the last few months the West Indian countries have been sending in orders for both trucks and passenger cars."

"If Packard business can be regarded as a barometer, business of American manufacturers with foreign countries, not including those now at war, is not 'as usual,' but increasingly better."

Cardway expressed the belief that the volume of foreign business with countries not at war will be much larger this year than at any time since the beginning of the war.

AUTOISTS' EQUIPMENT ON TOUR SHOULD BE SIMPLE

Thousands of motorists are just now planning transcontinental automobile trips, and the subject of equipment is one which is very important to them. There prevails an opinion that it is necessary to carry from 200 to 500 pounds of outfitting. This is a mistake, however. Tourists have learned that much is carried on these trips that is not necessary.

One of the first things, according to an experienced tourist, is the consideration of car. He believes that a medium weight car of fair horsepower and plenty of clearance is best. The seats of such a car must be high enough so that the occupant of the car may sit for hours without cramping.

In the matter of equipment there may be included a hatchet, crowbar, shovel, some cotton rope of about 100 diameter, pulley blocks, one or two boards to hold the jack when forced to work in soft going, and above all extra oil, grease and gasoline in cans under the seat. Provision should be made to carry as much water as possible, in water bags on the car, or in special tanks provided either under the seat or on the running boards.

A roll of chicken wire for use in deep sand comes in handy and is better than canvas. This wire may be cut in two pieces for use under the front wheels.
There is a khaki tent of the wall-tent construction type which may be secured from sporting goods stores, and which is easily carried on the back of the car. Many tourists nowadays make no effort to stop at hotels, but travel until they find a good place to camp and soon become so accustomed to the outdoor life that hotel stoppages are tabooed.

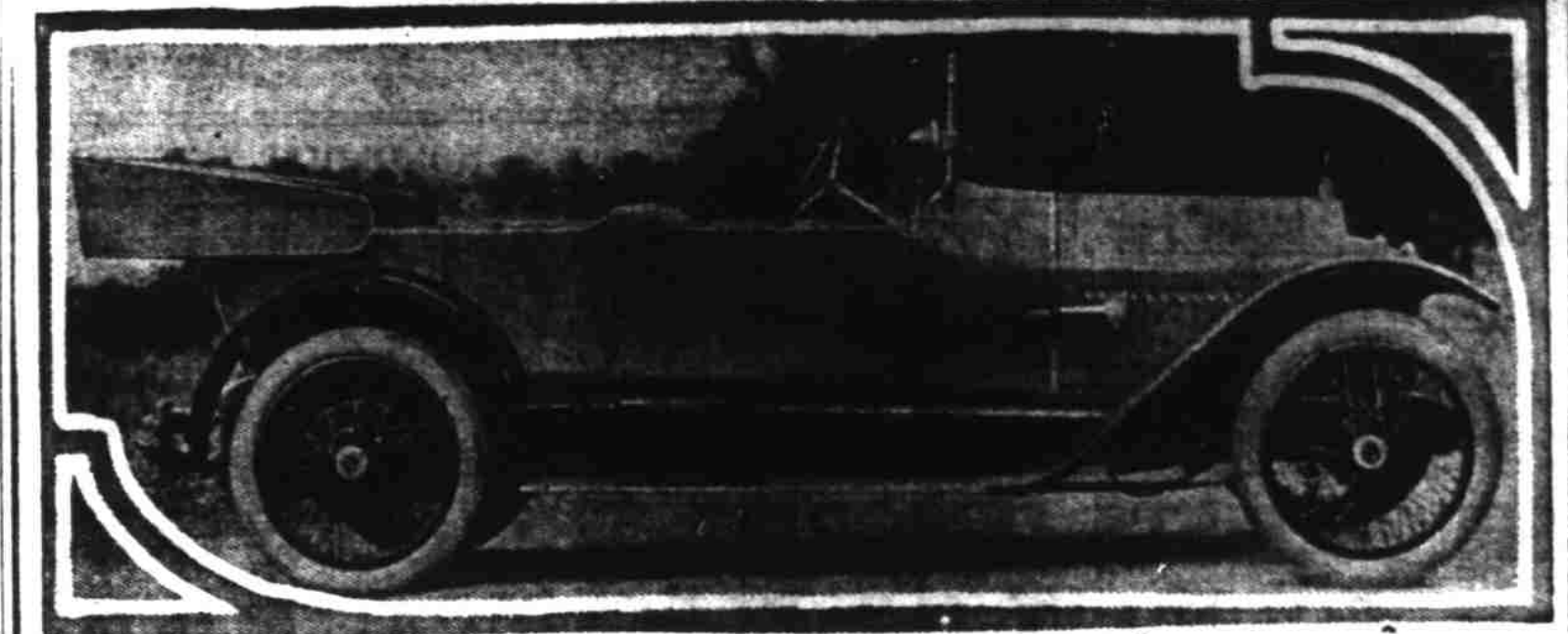
In undertaking a camping trip a roll of mosquito net should be taken. An outfit of aluminum ware, consisting of three pails, a coffee pot, two frying pans, plates, cups, bowls and spoons, all fitting snugly into a three-gallon pail, may be purchased. Knives and forks should not be forgotten. A table oil cloth will be handy.

In the camping outfit a heavy eider-down or cotton quilt should be included. In this connection is a sleeping bag much like an envelope which contains several blankets and which is waterproof and requires no tent problem.

NEW AVIATION FIELD IN SOUTHERN MICHIGAN

Within 60 days there will be a new city in southern Michigan. It will be equipped with rail, water, light and power facilities. Eager young mechanics will swarm about its hangars and over its parking places. From its water front on Lake St. Clair, powerful military aircraft will soar, humbly over the bay to drop bombs on floating targets.
The scene of this aviation will be the drill and training field of the American flying corps, the site known as Joy Aviation field, about three

THE NEW STUTZ "BULLDOG" MODEL



Herewith is shown the new Stutz "Bulldog" special four-passenger car, which the manufacturers say is bound to "take."



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miles east of the celebrated bath city of Mt. Clemens, and 20 minutes by leisurely airplane flight from Detroit. "As a spectacle, the training camp and the activities of its soldierly instructors and pupils will be the greatest show we ever have staged," declared Henry B. Joy, the man who first caught the vision of this site as an aviation ground, who developed the field at an expense of \$200,000, and for whom it was named.

The government formally took over Joy field May 25. The following day Albert Kahn, noted architect, was engaged on plans for the grouping of the buildings and laying out of the aviation city.

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